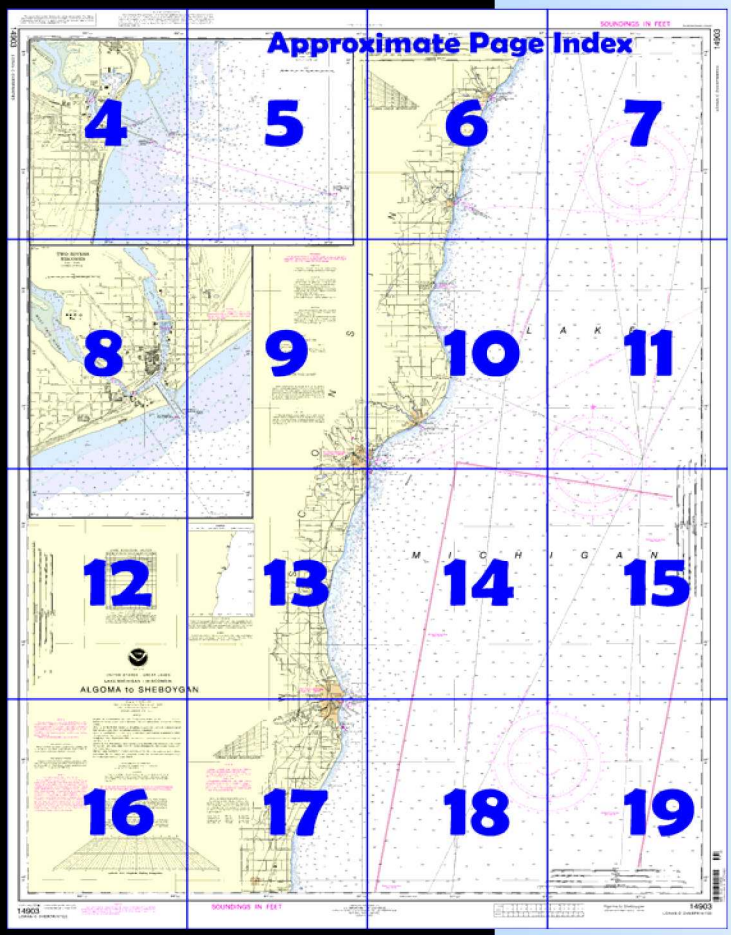
BookletChart™

Algoma to Sheboygan

(NOAA Chart 14903)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☑ *Complete, reduced scale nautical chart*
- ☑ *Print at home for free*
- ☑ *Convenient size*
- ☑ *Up to date with all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*

NOAA
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE

Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

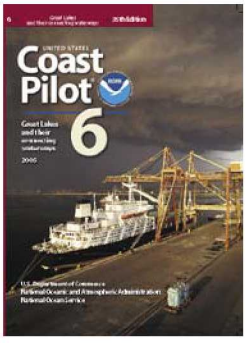
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 6, Chapter 11 excerpts]

(762) **Sheboygan, Wis.**, is a port city about 51 miles N of Milwaukee Harbor at the mouth of the **Sheboygan River.**

(763) **Sheboygan Breakwater Light** (43°45.0'N., 87°41.5'W.), 55 feet above the water, is shown from a cylindrical tower on the outer end of the breakwater on the N side of the entrance channel; a fog signal is at the light.

(774) **Sheboygan Coast Guard Station** is on the N side of the mouth of Sheboygan River.

Harbor regulations

(777) Marinas in the Sheboygan River provide transient berths, gasoline, diesel fuel, water, ice, launching ramp, electricity, sewage pump-out, and limited marine supplies. Hoists can handle 35-foot boats for engine and minor hull repairs.

(778) From Sheboygan, the shore is a moderate bluff for 24 miles NNE to Manitowoc. The shoal border in this stretch is up to 1.4 miles wide and has scattered rocks and boulders covered 8 to 12 feet near the outer edge. **Sheboygan Reef,** with depths of 4 to 18 feet and marked on the E side by a buoy, is 0.6 mile N of Sheboygan Breakwater Light. A dangerous boulder, covered 2 feet, is 0.7 mile offshore 9.6 miles N of Sheboygan. A dangerous submerged rock is 1 mile offshore at the village of Northeim, Wis., 17 miles N of Sheboygan.

(780) **Cleveland, Wis.,** formerly **Hika,** is 11.5 miles N of Sheboygan. In 1978, only a natural ramp and a small pier with shallow water alongside were available for boats at Cleveland.

(782) **Manitowoc, Wis.**, is a port city at the mouth of **Manitowoc River,** about 75 miles N of Milwaukee Harbor. The most prominent feature at Manitowoc is the lighted elevator 0.6 mile SW of Manitowoc Breakwater Light. The lighted stack 0.5 mile S of the elevator has horizontal red and white bands.

(783) **Manitowoc Breakwater Light** (44°05.6'N., 87°38.6'W.), 52 feet above the water, is shown from a cylindrical tower on a fog signal building on the outer end of the N breakwater; a fog signal is at the light.

(791) **Manitowoc Shoal**, on the S side of the approach to the harbor, has a least depth of 14 feet about 0.65 mile SE of Manitowoc Breakwater Light. The NE side of the shoal area is marked by a buoy. A shoal with a least depth of 14 feet is about 1.2 miles SE of the breakwater light.

(806) **Two Rivers, Wis.,** is a town and harbor at the mouth of the **Twin Rivers,** about 80 miles N of Milwaukee Harbor. The harbor is used mainly by local fish tugs and recreational craft.

Prominent features

(808) A dredged entrance channel leads NW from deep water in Lake Michigan between parallel piers to a harbor basin at the confluence of **East Twin River** and **West Twin River** and thence upstream in East Twin River for about 0.5 mile to the 22nd Street bridge. The outer ends of the piers are marked by lights. In July 2004, the controlling depths were 7 feet in the entrance and between the piers to the basin, with 9 to 14 feet available in the basin, thence 3.1 feet to the head of the project at the 22nd Street bridge. The entrance channel is subject to shoaling, especially during the winter and after severe storms.

(815) **Two Rivers Coast Guard Station** is on the NE side of the entrance channel.

Harbor regulations

(816) A **speed limit** of 4 mph (3.5 knots) is enforced in the harbor. (See **33 CFR 162.120,** chapter 2, for regulations.) (817) A marina on the S side of the West Twin River provides transient berths, gasoline, diesel fuel, water, ice, electricity, sewage pump-out, marine supplies, and a launching ramp. A 40-ton crane is available for engine and electronic repairs.

(818) **Rawley Point** is a broad, rounding, wooded point NE of Two Rivers. **Rawley Point Light** (44°12.7'N., 87°30.5'W.), 113 feet above the water, is shown from a white cylindrical tower on the point, 5.3 miles NE of Two Rivers. Between Two Rivers and Rawley Point Light, shoals extend about 0.8 mile from shore. Net stakes reach over 2 miles from shore.

(819) From Rawley Point Light the moderately bluff shore trends generally N for about 17 miles to Kewaunee. Rocky shallows extend about 1 mile from shore. A dangerous wreck that bares is about 1.5 miles north of Rawley Point Light in about 44°13.9'N., 87°30.2'W. Extreme caution should be exercised in the area. Point Beach Nuclear Power Plant, 5 miles N of Rawley Point Light, has a square green building prominent from offshore. Kewaunee Nuclear Power Plant is on **Observation Point,** 9 miles N of Rawley Point Light. The cooling tower at the plant is prominent.

(820) **Security zones** have been established in the waters off the Point Beach Nuclear Power Plant and Kewaunee Nuclear Power Plant, between Rawley Point and Kewaunee. (See **33 CFR 165.1 through 165.8,** 165.30 through 165.33, and 165.916, chapter 2 for limits and regulations.)

Table of Selected Chart Notes

Scale 1:10,000
SOUNDINGS IN FEET

Scale 1:10,000
SOUNDINGS IN FEET

Corrected through NM Sep. 27/08
Corrected through LNM Sep. 30/08

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot 6 for details.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 6 for important supplemental information.

NOTE B

Mariners should use caution as military craft may be operating within the area. For further information consult the U.S. Coast Guard Local Notice to Mariners.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Green Bay, WI	KIG-65	162.550 MHz
Milwaukee, WI	KEC-60	162.400 MHz
Sheboygan, WI	WWG-91	162.425 MHz
Sister Bay, WI	WXN-69	162.425 MHz

" " " "

Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

Polyconic Projection
Scale 1:120,000
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance when the bridge is open, due to the inclinations of the drawspans over the channel.

NOTE Z

NO-DISCHARGE ZONE, 40 CFR 140

This chart falls entirely within the limits of a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. Commercial vessel sewage shall include graywater. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio or at the Office of the District Engineer, Corps of Engineers in Detroit, Michigan.

Refer to charted regulation section numbers.

Additional information can be obtained at nauticalcharts.noaa.gov.

Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.

CAUTION

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.022" southward and 0.346" westward to agree with this chart.

NOTE D

Mariners are warned that numerous uncharted stakes and fishing structures, some submerged, may exist in the area of this chart. Such structures are not charted unless known to be permanent.

SOURCE DIAGRAM

Most of the hydrography identified by the letter "j" was surveyed by the U.S. Army Corps of Engineers prior to 1974. Channels currently maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

CAUTION

POTABLE WATER INTAKE

Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY 100kHz
PULSE REPETITION INTERVAL
8970 ..... 89,700 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).
M ..... Master
W ..... Secondary
X ..... Secondary
Y ..... Secondary
Z ..... Secondary

RATES ON THIS CHART

EXAMPLE: 8970-X

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1.

BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.

SAILING DIRECTIONS. Bearings at sailing courses are true and distances given thereon are in statute miles between points of departure.

AUTHORITIES. Hydrography and topography by the National Ocean Service, Coast Survey with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

PLANE OF REFERENCE OF THIS CHART (Low Water Datum) . . . . . 577.5 ft.
Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-6 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

14903

LORAN-C OVERPRINTED

88°10'

88°

87°30'

87°29'

44° 40'

44° 28'

44° 30'

44° 27'

KAPP 2908

KEWAUNEE RIVER

Kewaunee Fabrications LLC

Ramp

Kewaunee Municipal Marina

OVHD PWR CAB AUTH CL 46 FT

Sewage Disposal Plant

FIXED BRIDGE HOR CL 62 FT VERT CL 16 FT

Green Bay & Western RR

River Rd

Miller St

Harrison St

Ellis St

City Dock

Dols PA

Kewaunee Machine Co

Post Office

Westin Graff and Co

Vollrath Kewaunee Plant

Kilburn St

Courthouse

Milwaukee Ave

Main St

Lake St

Park

Vliet St

Center St

Rose St

First St

Wisconsin St

Juneau St

Dorelle St

Dodge St

Henry St

Lincoln Ave

Scott St

Baumeister Dr

NO-DISCHARGE ZONE (see note Z)

N PIERHEAD LT Fl R 6s 38ft 4 St M "4"

PIERHEAD LT F 45ft 15 St M HORN

BKW LT Fl R 4s 39ft 5 St M

Bldg

Riverside

87°35' KAPP 1365

87°34'

TWO RIVERS

Joins page 8

4

North

87°50' 87°40' 87°

KEWAUNEE
WISCONSIN

Scale 1:10,000
SOUNDINGS IN FEET

87°28'

44° 28'

½ Nautical Miles
Yards

MAGNETIC
VAR 4°00'W(2008)
ANNUAL INCREASE 4'

NO-DISCHARGE ZONE
(see note Z)

KEWAUNEE SHL LT
Fl G 4s 43ft 8 St M
22 HORN

44° 27'

87°28'

WARNING

Joins page 9

SCALE 1:120,000
Nautical Miles
Statute Miles
Yards
Meters

MICROSECONDS

LORAN LINEAR INTERPOLATOR

Joins page 6

G.B.&W.R.R.
Ryan
Rostok
Kewaunee River
KEWAUNEE
PIERHEAD LT
F ASh 15 St M
HORN
Tr (Strobe)
SILO
Twin Silos
SILO

N

This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:160000. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

Formerly LS 73, 1st Ed., Jan. 1916 KAPP 1363

87°40'

87°30'

87°28'

KEWAUNEE
WISCONSIN

Scale 1:10,000

SOUNDINGS IN FEET

½ Nautical Miles

Yards

0 200 400 600

44° 28'

Joins page 5

NO-DISCHARGE ZONE (see note Z)

KEWAUNEE SHL LT
Fl G 4s 43ft 8 St M
22 HORN

44° 27'

87°28'

WARNING

SCALE 1:120,000

Nautical Miles

Statute Miles

Yards

Meters

MICROSECONDS

LORAN LINEAR INTERPOLATOR

Ahnapee River

STACKS

SPIRE

Fl R 4s 28ft

ALGOMA

Iso R 6s 46ft HORN

Rankin

R Relay Mast

Fl G 4s 6 St M

Tower

Mast

For more detail see inset on chart No. 14910

Oasis

Alaska

Silo

Rostok

Silos

Ryan

G.B.&W.R.R.

Depth over crib 42 ft

Depth over crib 28 ft

River

Kewaunee

Blds

N PIERHEAD LT
Fl R 4s 89ft 5 St M

(use inset)

KEWAUNEE

PIERHEAD LT
F 45ft 15 St M
HORN
Tr (Strobe)

KEWAUNEE SHOAL LT
Fl G 4s 43ft 8 St M
HORN

SILO

Twin Silos

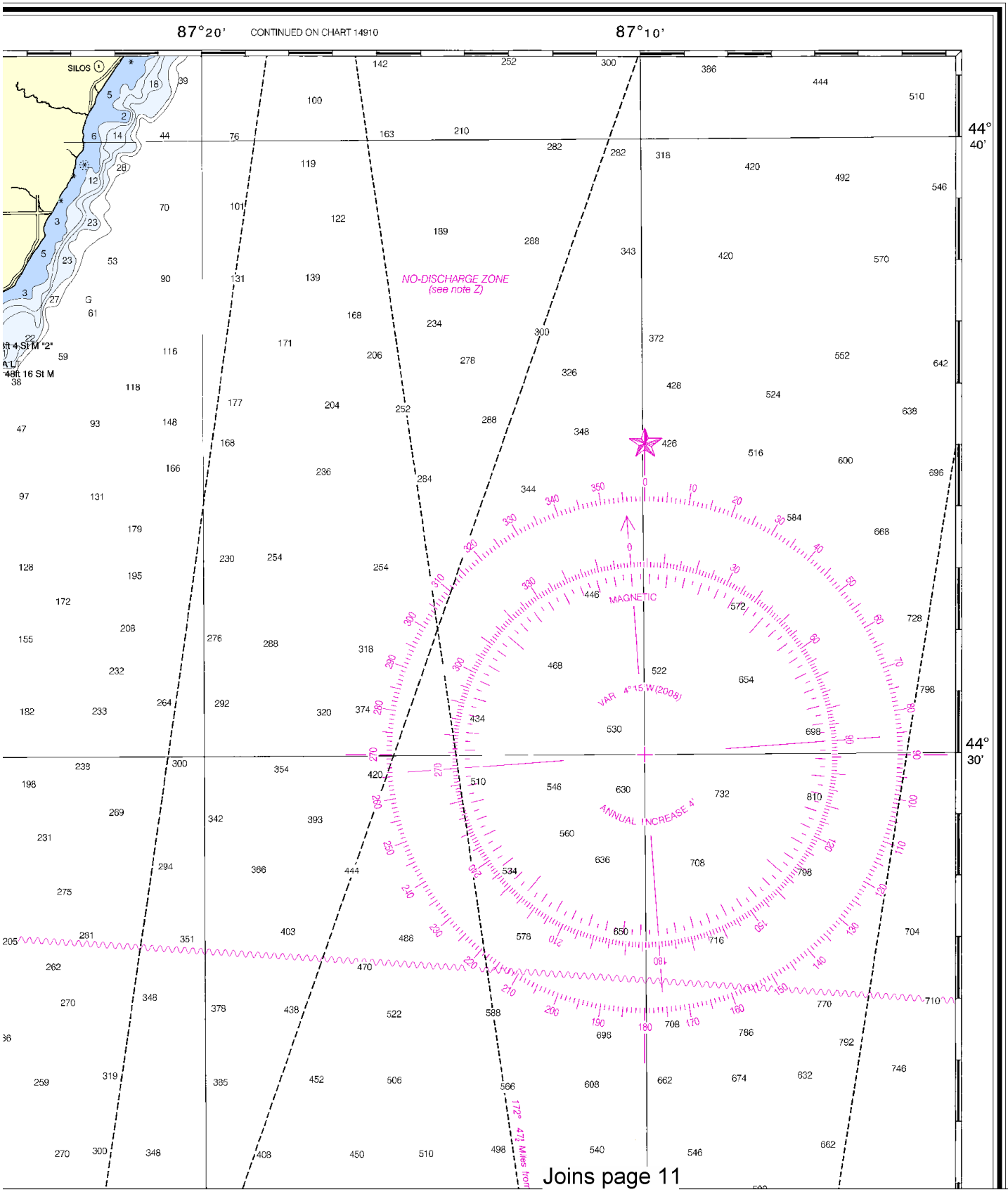
SILO

N

Joins page 10

North

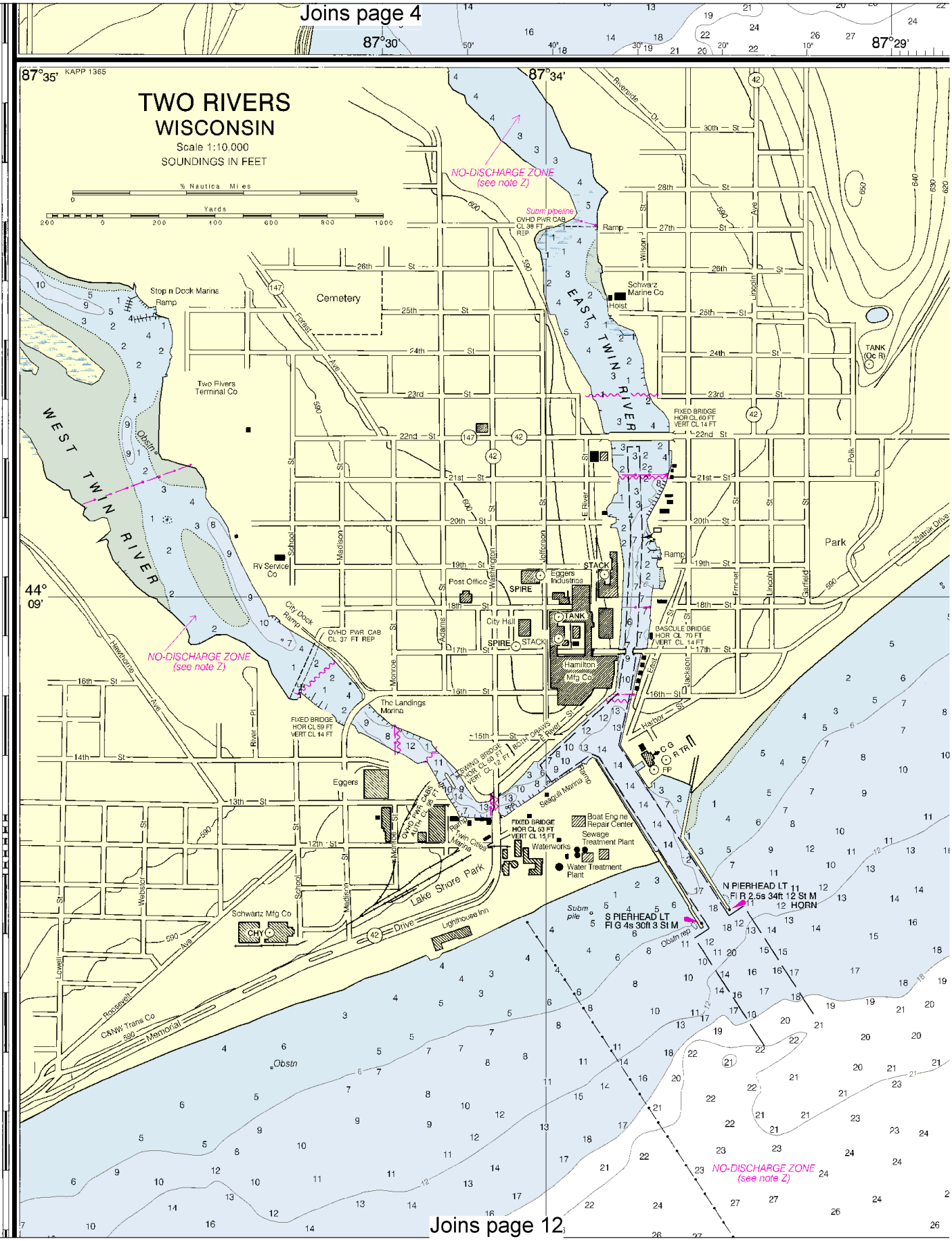
SOUNDINGS IN FEET

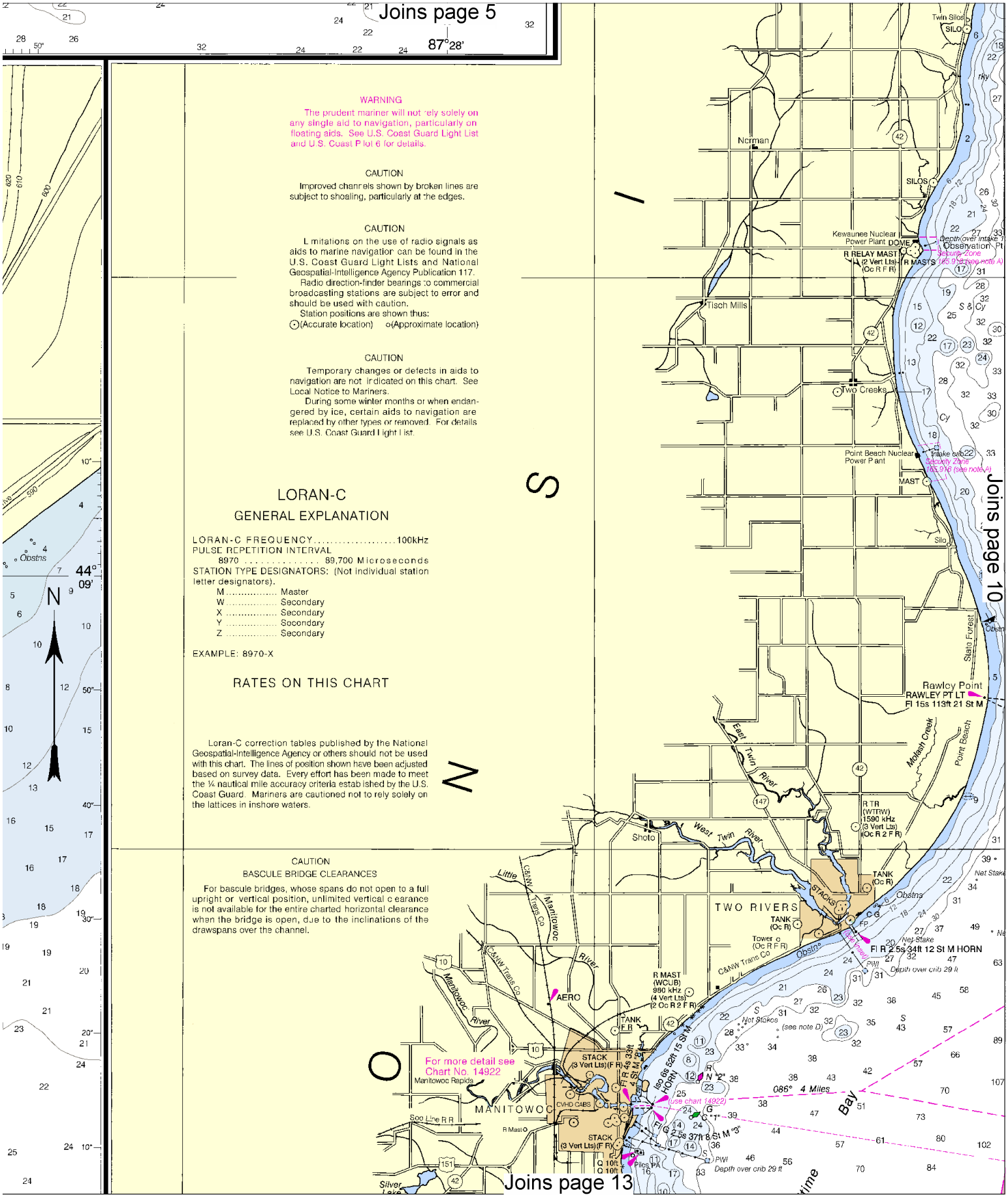


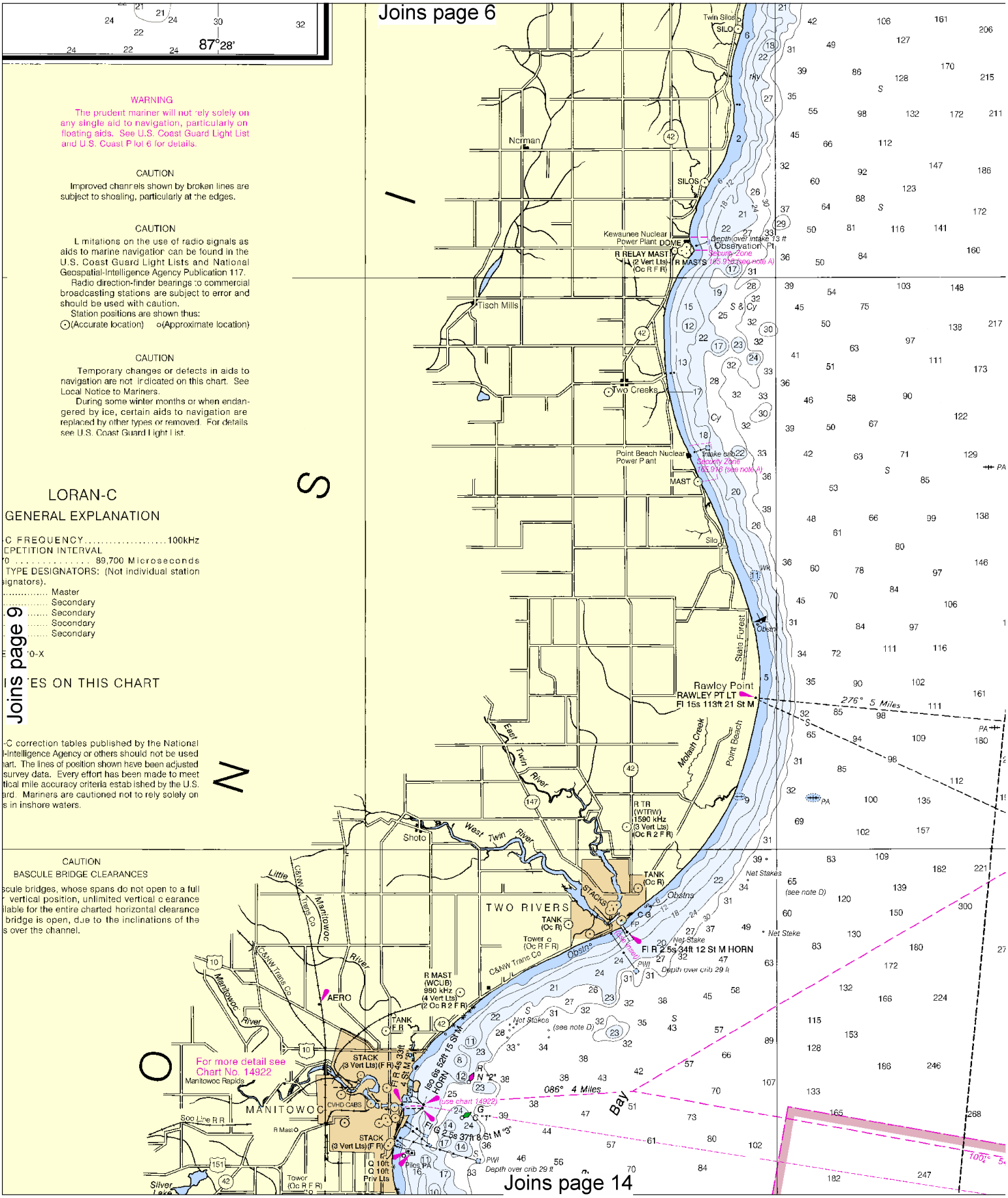
14903

LORAN-C OVERPRINTED

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: 0110 1/29/2010.


Joins page 4
87°30'
87°29'
87°35'
KAPP 1365
87°34'
TWO RIVERS
WISCONSIN
Scale 1:10,000
SOUNDINGS IN FEET
44° 20'
44° 09'
44° 10'
NO-DISCHARGE ZONE (see note Z)
Subm pipeline
OVHD PWR CAB CL 98 FT REP
Stop n Dock Marina Ramp
Cemetery
Two Rivers Terminal Co
WEST TWIN RIVER
EAST TWIN RIVER
Schwarz Marine Co
Hoist
TANK (Oc R)
FIXED BRIDGE HOR CL 60 FT VERT CL 14 FT
RV Service Co
Post Office
Eggers Industries
STACK
SPIRE
City Hall
TANK
DASCULE BRIDGE HOR CL 70 FT VERT CL 14 FT
Hamilton Mfg Co
City Dock Ramp
OVHD PWR CAB CL 37 FT REP
The Landings Marina
FIXED BRIDGE HOR CL 59 FT VERT CL 14 FT
SWING BRIDGE HOR CL 58 FT VERT CL 12 FT BOTH DRAWS
Seagull Marina
CG
FP
RTR
Eggers
OVHD PWR CABS AUTH CL 98
Twin Cities Marina
FIXED BRIDGE HOR CL 63 FT VERT CL 15 FT
Waterworks
Boat Engine Repair Center
Sewage Treatment Plant
Water Treatment Plant
Lake Shore Park
Schwartz Mfg Co
CHY
Lighthouse Inn
N PIERHEAD LT 11 Fl R 2.5s 34ft 12 St M 12 HORN
S PIERHEAD LT Fl G 4s 30ft 3 St M
Subm pile
Obstn rep
Obstn
C&NW Trans Co
Park
Joins page 12
North


Joins page 5
87°28'
WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot 6 for details.
CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.
CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
⊙(Accurate location) o(Approximate location)
CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.
LORAN-C
GENERAL EXPLANATION
LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL
8970 ..... 89,700 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).
M ..... Master
W ..... Secondary
X ..... Secondary
Y ..... Secondary
Z ..... Secondary
EXAMPLE: 8970-X
RATES ON THIS CHART
Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.
CAUTION
BASCULE BRIDGE CLEARANCES
For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance when the bridge is open, due to the inclinations of the drawspans over the channel.
Norman
Tisch Mills
Two Creeks
Kewaunee Nuclear Power Plant
Point Beach Nuclear Power Plant
Rawley Point
RAWLEY PT LT
Fl 15s 113ft 21 St M
Shoto
TWO RIVERS
MANITOWOC
AERO
Manitowoc Rapids
For more detail see Chart No. 14922
Fl R 2.5s 34ft 12 St M HORN
Depth over crib 29 ft
Joins page 10
Joins page 13
WISCONSIN
LAKE MICHIGAN
Bay
086° 4 Miles
9


Joins page 6
87°28'
WARNING
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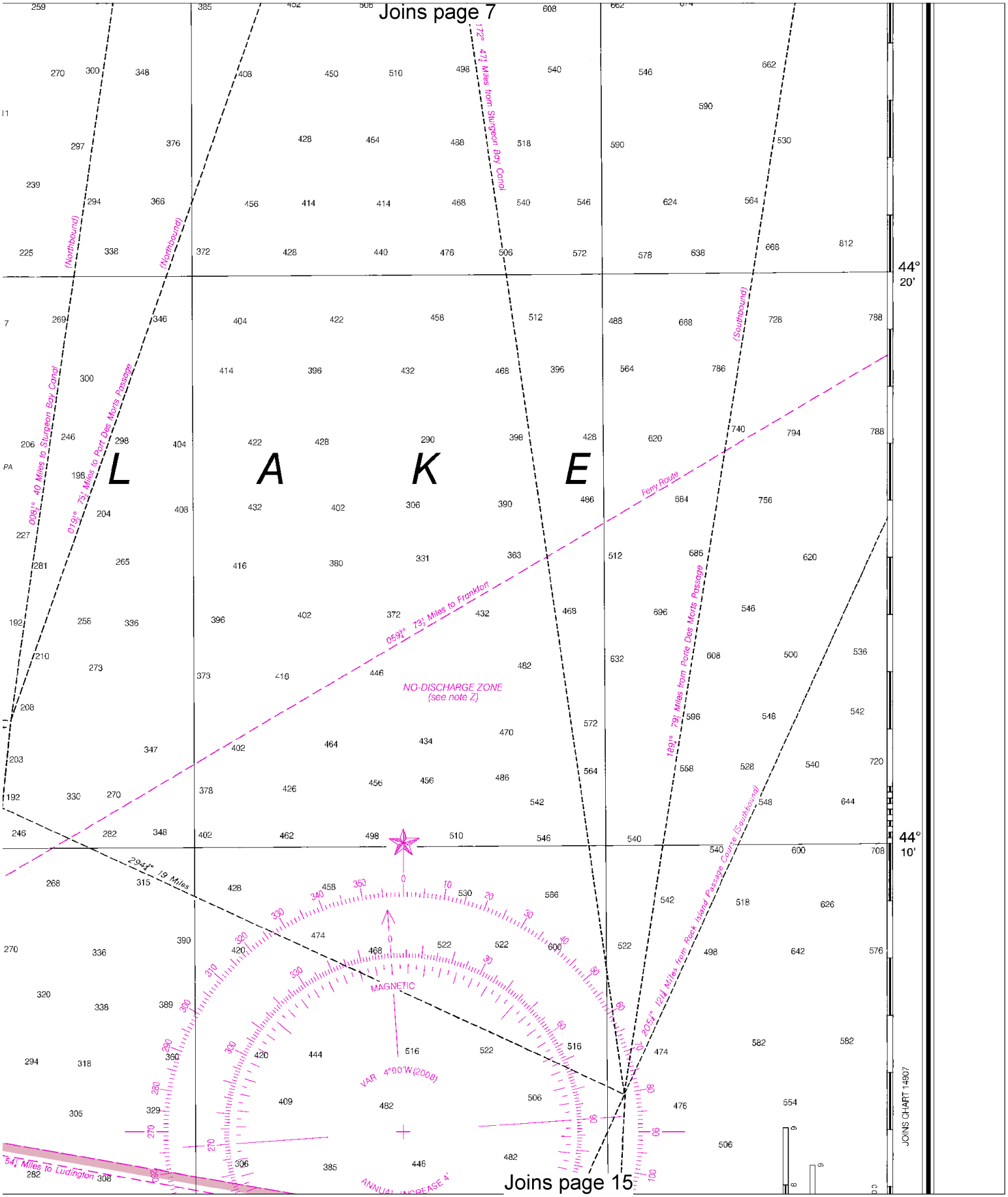
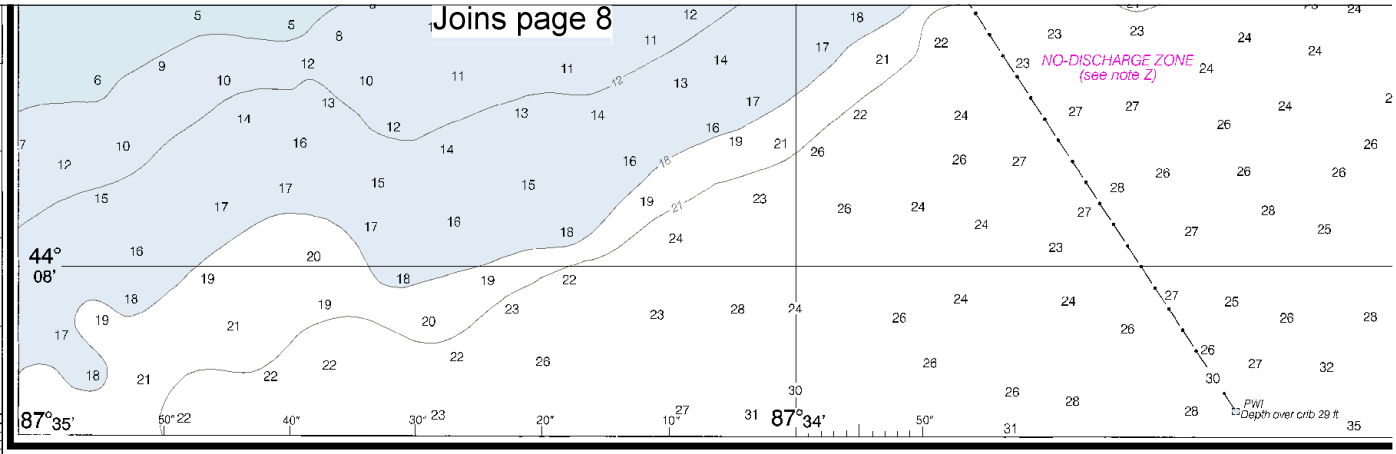
LORAN-C
GENERAL EXPLANATION
C FREQUENCY.....100kHz
EPETITION INTERVAL
0 ..... 89,700 Microseconds
TYPE DESIGNATORS: (Not individual station signators).
..... Master
..... Secondary
..... Secondary
..... Secondary
..... Secondary
0-X
ES ON THIS CHART
-C correction tables published by the National -Intelligence Agency or others should not be used art. The lines of position shown have been adjusted survey data. Every effort has been made to meet tical mile accuracy criteria established by the U.S. ard. Mariners are cautioned not to rely solely on s in inshore waters.
CAUTION
BASCULE BRIDGE CLEARANCES
scule bridges, whose spans do not open to a full vertical position, unlimited vertical clearance liable for the entire charted horizontal clearance bridge is open, due to the inclinations of the s over the channel.
Joins page 9
W
S
N
O
Norman
Twin Silos
SILO
SILOS
Kewaunee Nuclear Power Plant
DOME
R RELAY MAST (2 Vert Lts) (Oc R F R)
R MASTS
Depth over intake 73 ft
Observation Pt
Security Zone (65.9 m) (see note A)
Tisch Mills
Two Creeks
Point Beach Nuclear Power Plant
Intake crib
Security Zone (65.9 m) (see note A)
MAST
Silo
State Forest
Obstn
Rawley Point
RAWLEY PT LT
Fl 15s 113ft 21 St M
276° 5 Miles
East Twin River
Molash Creek
Point Beach
R TR (WTRW) 1590 kHz (3 Vert Lts) (Oc R 2 F R)
Shoto
West Twin River
TWO RIVERS
TANK (Oc R)
STACKS
Obstns
Net Stakes
(see note D)
Fl R 2.5s 34ft 12 St M HORN
Depth over crib 29 ft
PWI
Net Stake
Tower (Oc R F R)
C&NW Trans Co
Little Manitowoc River
Manitowoc River
AERO
R MAST (WCUB) 980 kHz (4 Vert Lts) (2 Oc R 2 F R)
TANK F R
For more detail see Chart No. 14922
Manitowoc Rapids
STACK (3 Vert Lts) (F R)
Fl R 4s 35ft 4 St M "2"
Iso G 5s 52ft 15 St M HORN
(use chart 14922)
MANITOWOC
CVHD CABS
Soo Line R R
R Mast
STACK (3 Vert Lts) (F R)
Fl G 2.5s 37ft 8 St M "3"
Q 10ft
Q 10ft
Priv Lts
Piles PA
Tower (Oc R F R)
Silver Lake
086° 4 Miles
Bay
Joins page 14

North


Joins page 7
L A K E
(Northbound)
(Northbound)
(Southbound)
172° 47½ Miles from Sturgeon Bay Canal
008½° 40 Miles to Sturgeon Bay Canal
019½° 75¼ Miles to Port Des Morts Passage
059¾° 73½ Miles to Frankfort
Ferry Route
189½° 79¼ Miles from Porte Des Morts Passage
NO-DISCHARGE ZONE
(see note Z)
294° 19 Miles
MAGNETIC
VAR 4°00'W(2008)
ANNUAL INCREASE 4'
54¼ Miles to Ludington
205½° 12¼ Miles from Rock Island Passage Course (Southbound)
44° 20'
44° 10'
JOINS CHART 14907
Joins page 15

Joins page 8



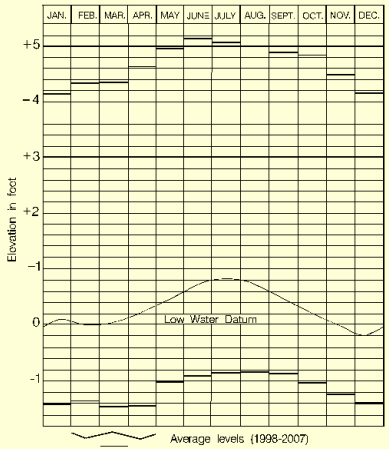
44°

43° 50'

SCALE 1:120,000

Nautical Miles
Statute Miles
Yards
Meters

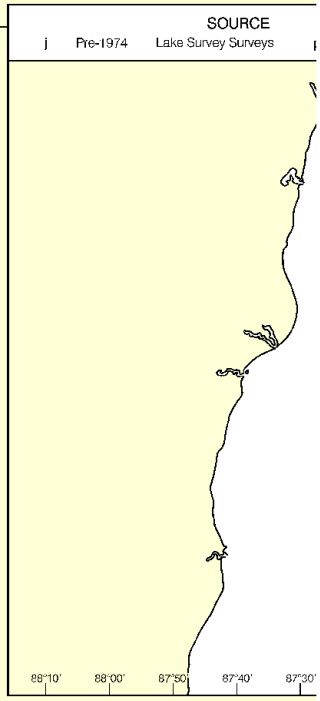
LAKE MICHIGAN - HURON



Average levels (1998-2007)

Extreme Levels (period of record)

Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.



SOURCE DIAGRAM

Most of the hydrography identified by the letter "j" Army Corps of Engineers prior to 1974. Channels the U.S. Army Corps of Engineers are periodically shown on this diagram. Refer to Chapter 1, United S

NOTE D

Mariners are warned that numerous unchart structures, some submerged, may exist in the structures are not charted unless known to be

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - GREAT LAKES

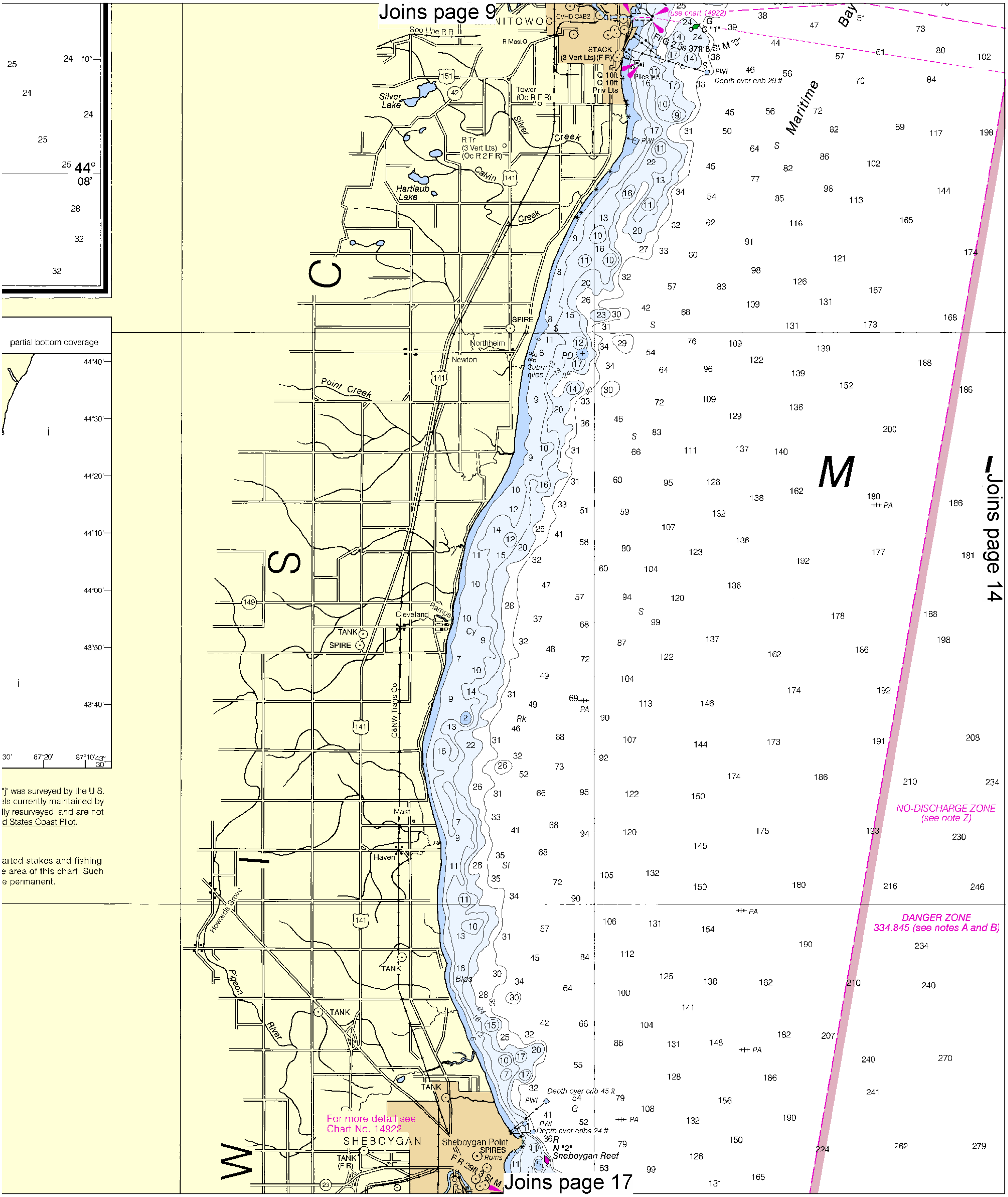
LAKE MICHIGAN - WISCONSIN

ALGOMA TO SHEBOYGAN

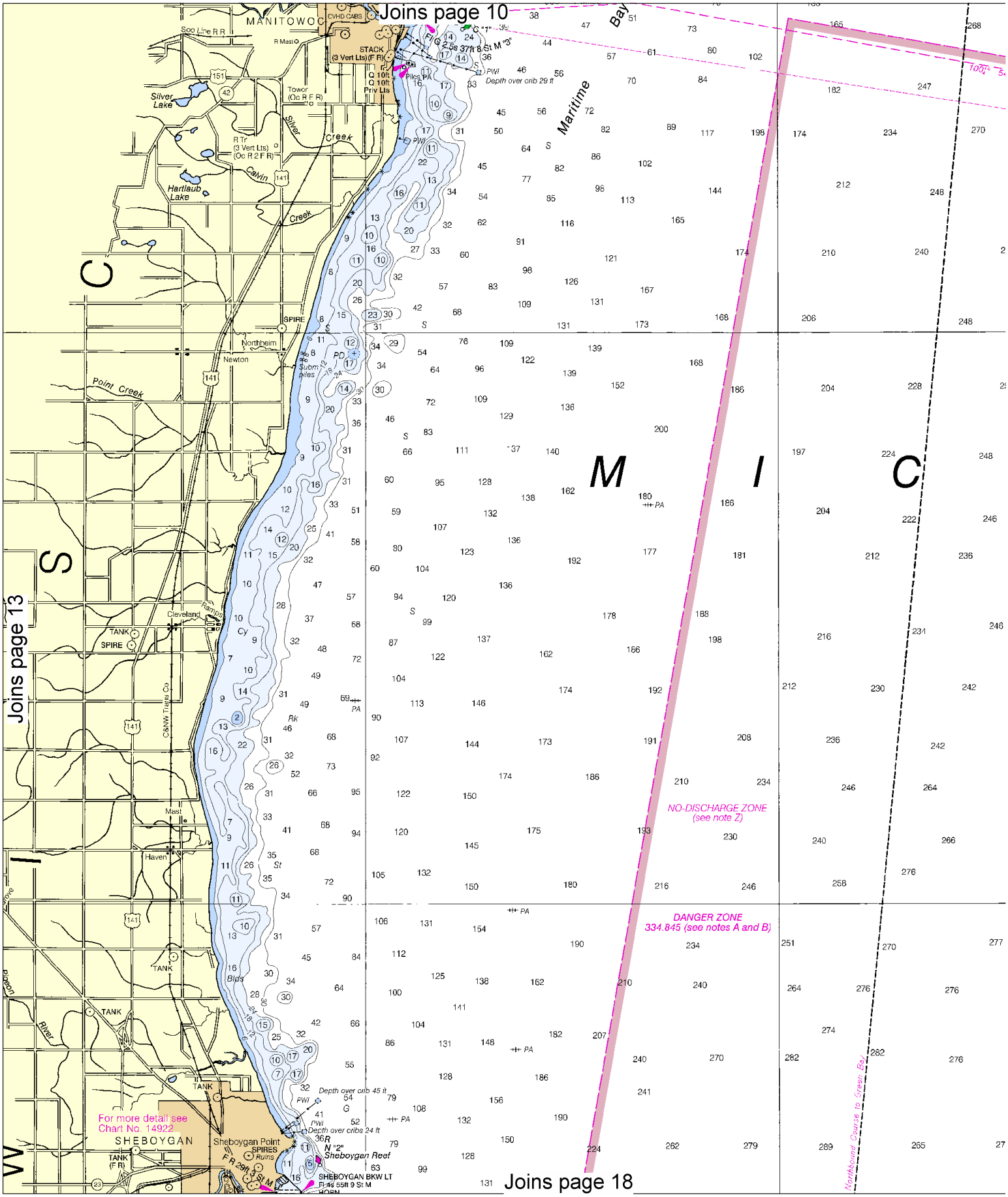
Polyconic Projection

Joins page 16

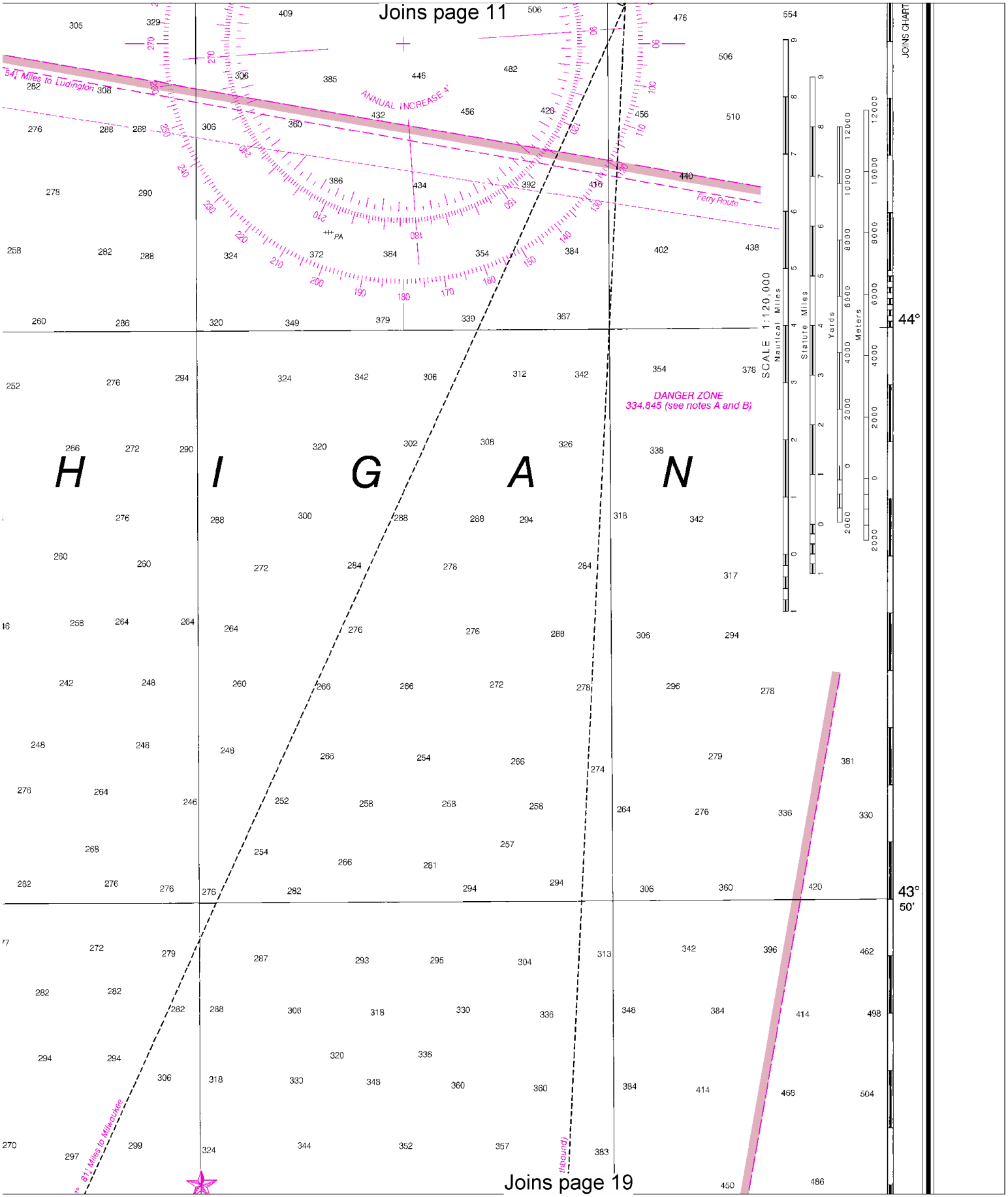
North



Joins page 9
Joins page 14
Joins page 17
MANITOWOC
Soo Line R R
STACK (3 Vert Lts)(F R)
Q 10ft
Q 10ft
Priv Lts
(use chart 14922)
Depth over crib 29 ft
Maritime
Bay
Silver Lake
Silver Creek
Hartlaub Lake
Calvin Creek
Tower (Oc R F R)
R Tr (3 Vert Lts) (Oc R 2 F R)
SPIRE
Northheim
Newton
Point Creek
Subm piles
Cleveland
Ramps
TANK
SPIRE
C&NW Trans Co
Haven
Mast
Howards Grove
Pigeon River
TANK
W I S C
M
partial bottom coverage
"j" was surveyed by the U.S.
els currently maintained by
lly resurveyed and are not
d States Coast Pilot.
arted stakes and fishing
e area of this chart. Such
e permanent.
NO-DISCHARGE ZONE (see note Z)
DANGER ZONE 334.845 (see notes A and B)
Depth over crib 45 ft
Depth over cribs 24 ft
For more detail see Chart No. 14922
SHEBOYGAN
Sheboygan Point
SPIRES
Ruins
N "2"
Sheboygan Reef
TANK (F R)
F R 29ft 3 St M


Joins page 10
MANITOWOC
CVHD CABS
Soo Line R R
STACK
(3 Vert Lts) (F R)
Q 10ft
Q 10ft
Priv Lts
Piles PA
Depth over crib 29 ft
Maritime
Bay
Silver Lake
Silver Creek
Tower
(Oc R F R)
R Tr
(3 Vert Lts)
(Oc R 2 F R)
Calvin
Hartlaub Lake
Creek
SPIRE
Northheim
Newton
Point Creek
Subm piles
PD
M I C
Joins page 13
S
Cleveland
Ramps
TANK
SPIRE
C&NW Trans Co
Mast
Haven
Rk
Bldg
TANK
TANK
TANK
Depth over crib 45 ft
Depth over cribs 24 ft
For more detail see
Chart No. 14922
SHEBOYGAN
Sheboygan Point
SPIRES
Ruins
Sheboygan Reef
SHEBOYGAN BKW LT
Fl as 55ft 9 St M
HORN
F R 29ft 3 St M
NO-DISCHARGE ZONE
(see note Z)
DANGER ZONE
334.845 (see notes A and B)
Northbound Course to Green Bay
Joins page 18

North


Joins page 11
54.1 Miles to Ludington
ANNUAL INCREASE 4'
Ferry Route
PA
SCALE 1:120,000
Nautical Miles
Statute Miles
Yards
Meters
JOINS CHART
DANGER ZONE
334.845 (see notes A and B)
H I G A N
44°
43° 50'
81.1 Miles to Milwaukee
(Inbound)
Joins page 19

Joins page 12

ALGOMA TO SHEBOYGAN

Polyconic Projection
Scale 1:120,000
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET

NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum) . . . . . 577.5 ft. Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

SAILING DIRECTIONS. Bearings at sailing courses are true and distances given thereon are in statute miles between points of departure.

AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1.

AUTHORITIES. Hydrography and topography by the National Ocean Service, Coast Survey with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.

Additional information can be obtained at nauticalcharts.noaa.gov.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio or at the Office of the District Engineer, Corps of Engineers in Detroit, Michigan.

Refer to charted regulation section numbers.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOTE Z

NO-DISCHARGE ZONE, 40 CFR 140

This chart falls entirely within the limits of a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. Commercial vessel sewage shall include graywater. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 6 for important supplemental information.

CAUTION

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.

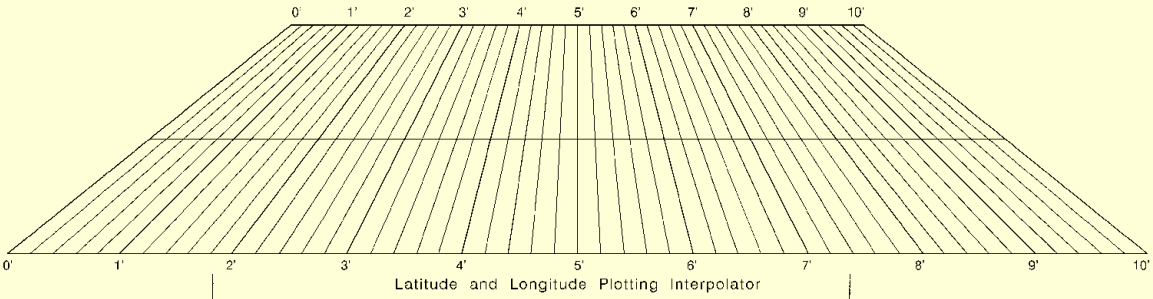
HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.022" southward and 0.346" westward to agree with this chart.

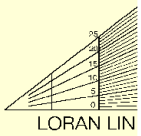
CAUTION

POTABLE WATER INTAKE

Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.



Latitude and Longitude Plotting Interpolator



NOTE B

Mariners should use cau
may be operating within th
information consult the U.S.
Notice to Mariners.

WARNIN

Unexploded ordnance ha
the western shore of Lake
finding unexploded ordnan
nearest U.S. Coast Guard
facility.

NOAA WEATHER RADIO

The NOAA Weather Ra
below provide continuous v
The reception range is 1
nautical miles from the ante
as much as 100 nautical m
high elevations.

Green Bay, WI	KIG-65
Milwaukee, WI	KEC-6
Sheboygan, WI	WWG-9
Sister Bay, WI	WXN-6

43° 40'

43° 30'

88°10'

88°

24th Ed., Sep. / 08 ■ Corrected through NM Sep. 27/08
Corrected through LNM Sep. 30/08

14903

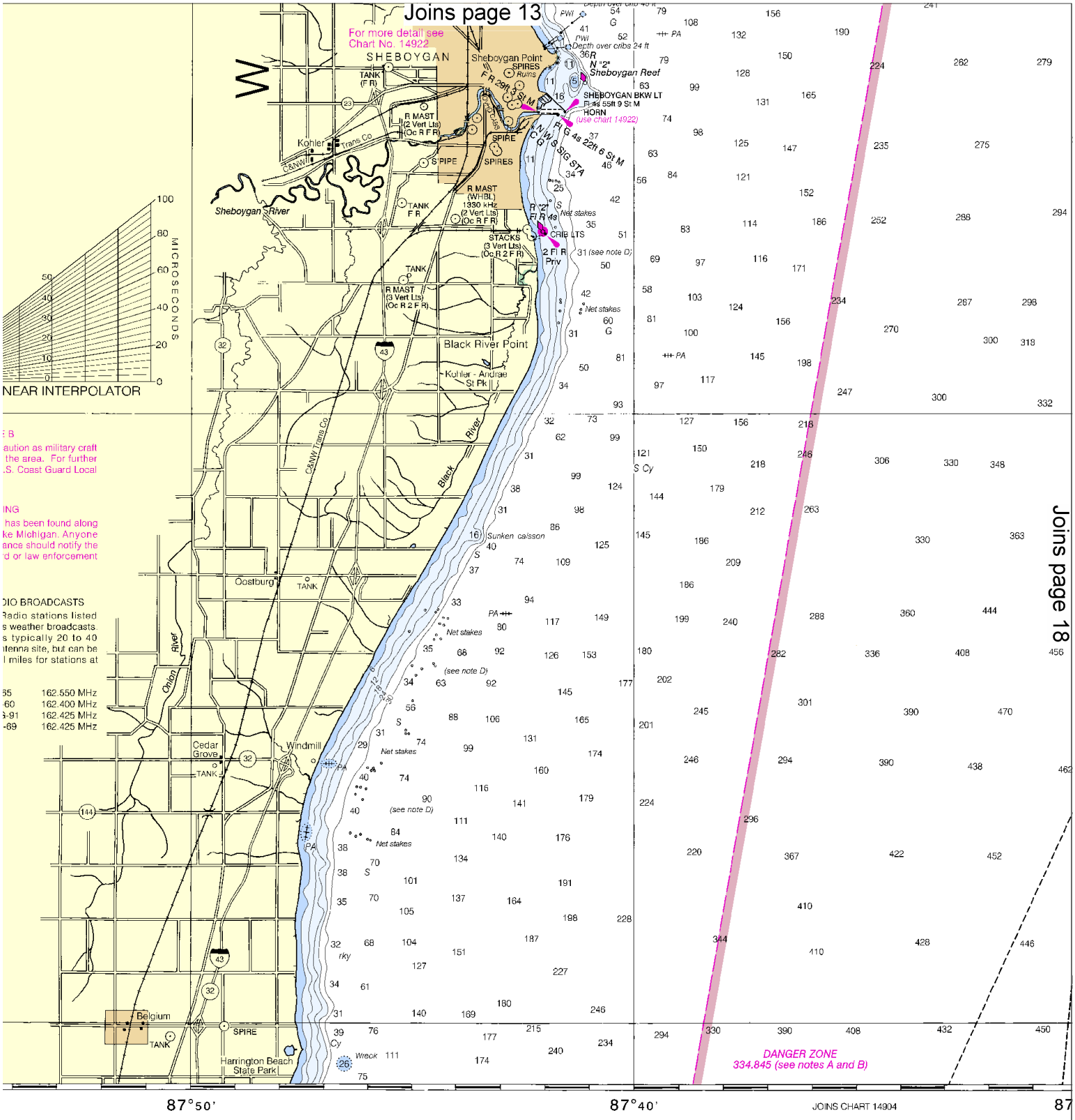
LORAN-C OVERPRINTED

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

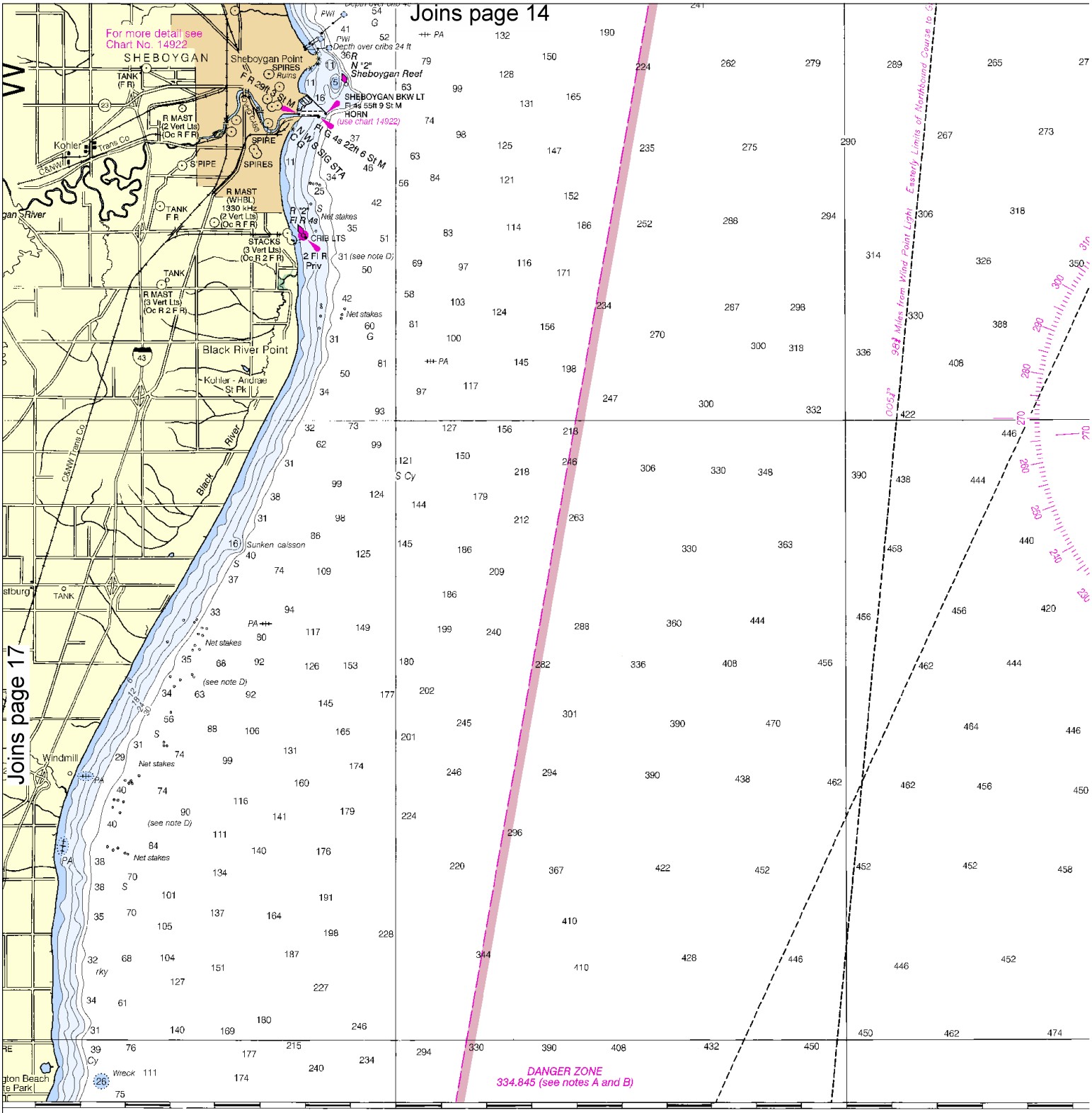
SOUN

North



NDINGS IN FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

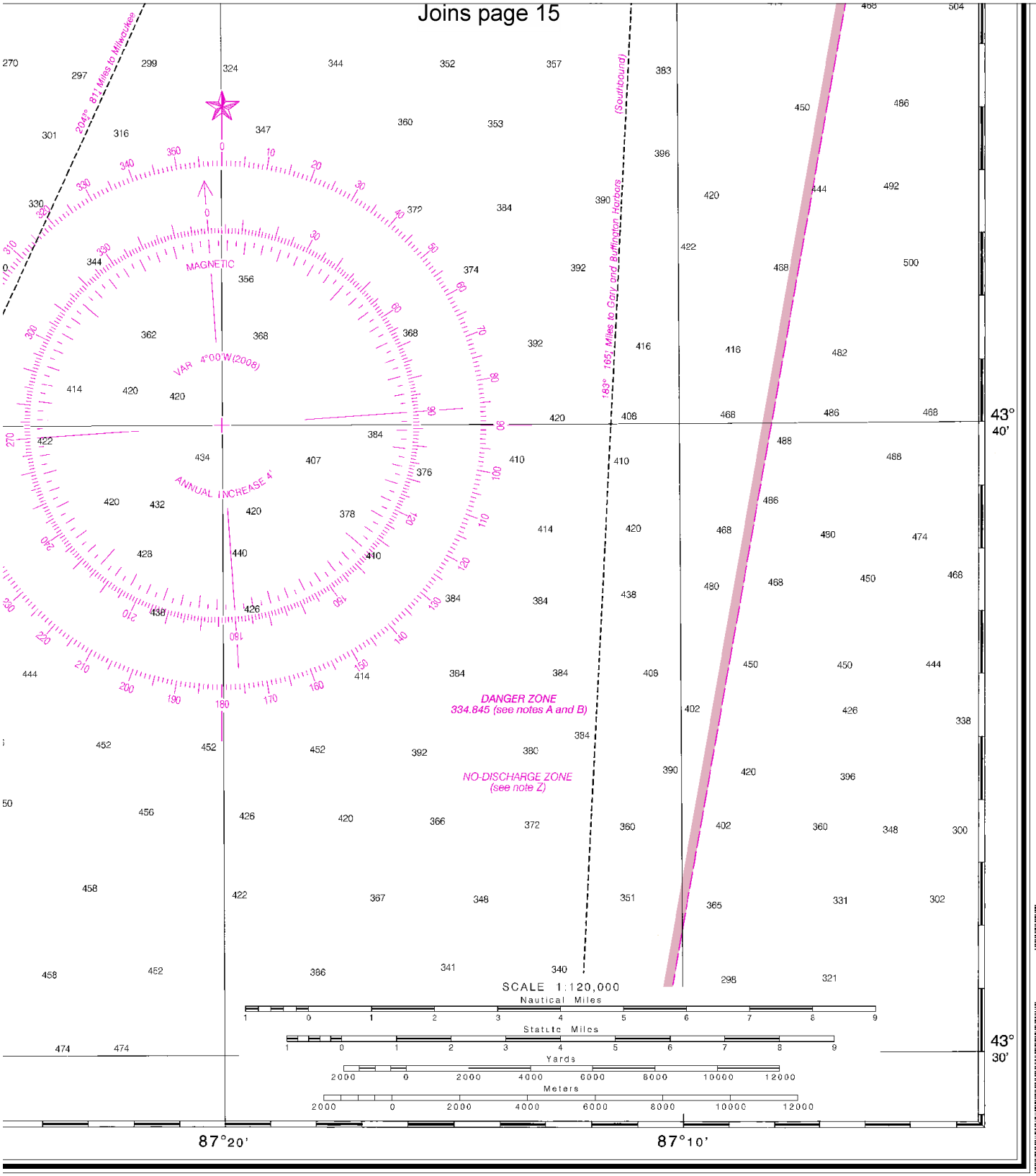


Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS
FEET
METERS

North

Joins page 15



Algoma to Sheboygan

SOUNDINGS IN FEET - SCALE 1:120,000

14903

LORAN-C OVERPRINTED

ED NO. 24

NSN 7642014010586 NGA REFERENCE NO. 14XCO14903

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Search & Rescue (RCC) – 216-902-6117
Coast Guard S & R (Great Lakes) – 616-850-2501
Coast Guard S & R (Milwaukee) – 414-747-7182

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA, The Nation's Chartmaker

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Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

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Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.